

UNCLE SAM'S NAVAL DISCARD

\$150,000,000

HOW much am I offered for this fine steel cruiser Detroit—built in 1880, cost me \$1,233,039, almost as good as new, only a bit shop-worn, and I'm sacrificing my old naval stock so as to make room for a couple of 30,000-ton battleships I've just asked congress for. How much for the Detroit? Do I hear \$50,000? Well, \$25,000, then. No? Why, gentlemen, you couldn't buy a tug-boat at that figure, \$20,000? Twenty I am offered. Is that all? Going, going—gone at \$20,000!"

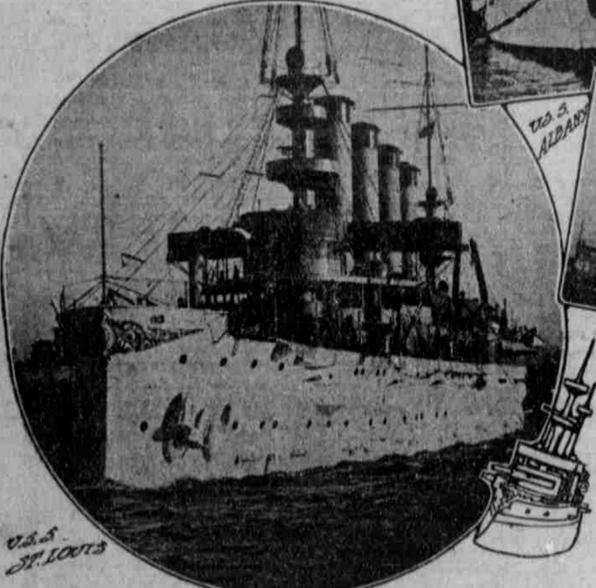
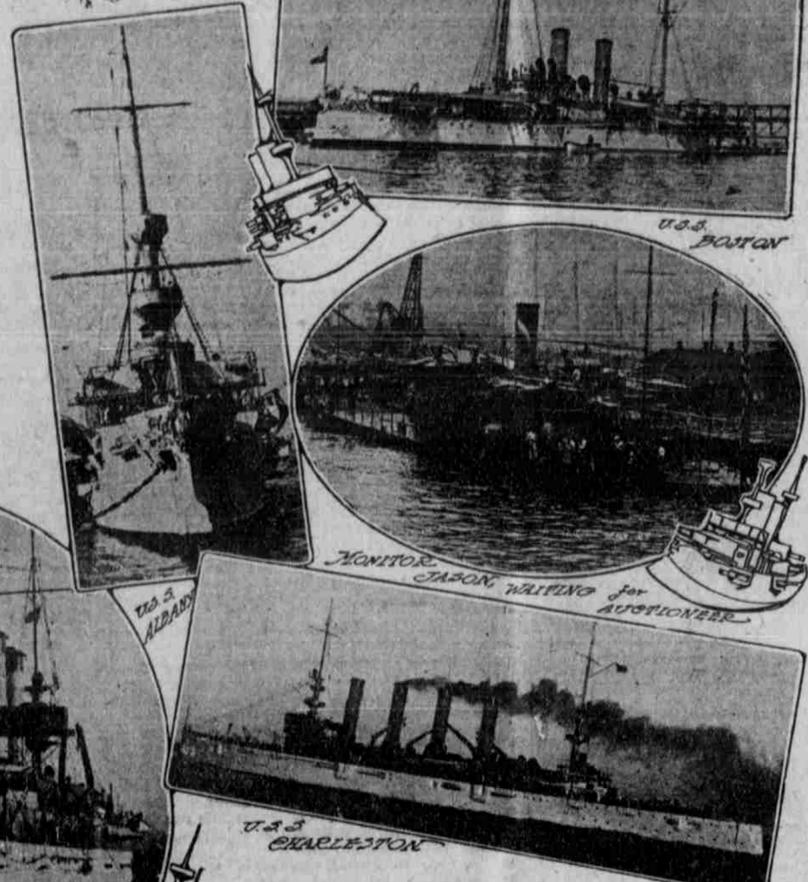
The auctioneer was Uncle Sam, and the occasion was one of his little naval rummage sales, held at the navy yard last January.

Uncle Sam has from \$140,000,000 to \$150,000,000 worth of battleships, cruisers, monitors, gunboats and other miscellaneous ex-fighting craft piled up in his naval junk-shop. That is to say, the discards, obsolete or obsolescent types, cripples, back numbers and total wrecks at present on his hands cost him the tidy sum indicated for construction alone, not counting guns and equipment. These latter represent a more or less perishable value, too, but that's another story.

It was doubtless owing to Uncle Sam's reputation for unsentimentality in regard to superannuated war vessels that general credence was given to a recent rumor that Turkey proposed to purchase from the United States the four armored cruisers Olympia, Saratoga, Brooklyn and Raleigh.

This rumor was promptly denied from Washington. Uncle Sam has no authority in law to dispose of naval vessels to any foreign government. Otherwise the idea was not so very far removed from possibility.

Three of the four cruisers named are at navy yards, or the Naval Academy, the fourth one, the New York (or the Saratoga, as she is called now), being with the Asiatic squadron. The vessels are all of obsolete type, but each has contributed to naval history. The Saratoga was Rear Admiral Sampson's flagship at Santiago, the Brooklyn was Rear Admiral Schley's flagship in the same bat-



1907, that in December of that year sailed out of Hampton Roads on the famous around-the-world cruise—the Alabama, Illinois, Missouri, Ohio, Kearsarge, Kentucky, Wisconsin and New Jersey—are out of the front line now. Some of them participated in the recent theoretical coast maneuvers against New York and Boston, but they were technically "sunk" by the submarines and torpedo boats.

For an example of rapid tobogganing into desuetude, look at the three stately protected cruisers St. Louis, Charleston and Milwaukee, which cost about \$3,800,000 apiece when they were built in 1902. Even then, certain Dick Deadeyes of the navy declared that this type was obsolete before the cruiser triplets went into commission. Be that as it may, at the present day these \$11,000,000 worth of cruisers are generally regarded as three white elephants which the navy is bothered to know what to do with.

The monitors stand for a picturesque but expensive fad, dating from the infancy days of ironclads in the Civil war of fifty years ago, when Ericsson's small "cheesebox on a raft" in Hampton Roads put the Confederate Merrimack out of business and saved the nation. If it were not for "past performances" prestige there would not be ten million dollars' worth of monitors rusting in the rivers today. Four of these curios, which have been within a decade reconverted into single-turret coast defenders, are the Cheyenne, once the Wyoming, the Ozark, formerly the Arkansas, and the Tallahassee and the Tonopah, which used to be respectively the Florida and the Nevada.

the Olympia was Admiral Dewey's flagship at Manila Bay, and the Raleigh, also of the Manila squadron, was under command of Capt. Joseph B. Coghlan of "Hoch der Kaiser" fame. The Olympia is at the Naval Academy, the Brooklyn at the Philadelphia yard and the Raleigh at Mare Island.

The armored cruiser Brooklyn, built at Philadelphia in 1895-96, is the largest of the vessels named. She is of 9,215 tons displacement, and was completed at a cost of \$3,967,915. The next largest of the four vessels is the Saratoga (ex-New York), an armored cruiser of 8,200 tons displacement, built at Philadelphia in 1891 and costing almost as much as the Brooklyn. The Olympia is a second-class cruiser, built at San Francisco in 1892-95. The Raleigh is a third-class cruiser, built at Norfolk at about the same time. Both are of the protected type.

Some of the big armorclads are but recently out of commission, or "in reserve"—that means headed for Davy Jones's locker, though as yet the marked-down price tag has not been attached. Others—for instance the \$20,000,000 job lot of monitors—would probably be unsalable at any price as floatable or fighting vessels.

Admiral Jack Phillip's old battleship Texas, which bore the brunt of the fighting at Santiago, was rechristened the San Marcos, so that her state name might be given to one of the new dreadnoughts. Then, last spring, the venerable war-horse was towed out into Chesapeake Bay and set up as a target for the New Hampshire's big guns and dynamite shells to batter into scrap iron. What a come-down from twenty-five years ago, when the Texas, constructed at a cost of \$4,302,121, was a beauty of the new squadron!

Sampson's old flagship is now the Saratoga—having surrendered her name to the newer New York. She has been rebuilt at a cost of more than half a million dollars, and is now in the Philippines—the only one of the Santiago fighters in actual commission today.

Schley's famous Brooklyn, in her declining days, reposes peacefully in the League Island navy yard, Philadelphia. The Iowa, "Fighting Bob" Evans' ship, is in reserve, as are also the Massachusetts, the Indiana and the Oregon—the gallant battleship that Captain Clark brought halfway around the world in record time, without a break.

These and other good old-timers are not yet "all in" by any means. Still they couldn't hold their own in the fighting line with such buxky youngsters as, say, the Connecticut or the North Dakota, today, much less with the super-dreadnoughts of the Florida type of tomorrow. Therefore, according to up-to-date standards they are in the obsolete class. When a vessel once gets there, as a rule, the rest is silence.

Even the proud Atlantic fleet battleships of

first English dreadnought was put in commission American-drawn plans for two such vessels, tentatively called the Possible and the Possible, reposed in dusty pigeonholes in the navy department at Washington. They were resurrected later in the light of developments abroad.

Thirty-five sea-going battleships and dreadnoughts—beginning with the Indiana, Massachusetts and Oregon group, laid down in 1891, and including the new \$8,000,000 dreadnoughts New York and Texas, yet unborn—may be said to constitute the main line of Uncle Sam's sea fighters.

The other battleship groups and types, in chronological succession are 2, Iowa; 3, Kearsarge and Kentucky; 4, Alabama, Illinois, Wisconsin, Maine, Missouri and Ohio; 5, Virginia, Rhode Island, New Jersey, Georgia, Nebraska, Kansas, Connecticut, Louisiana, Vermont, New Hampshire, Minnesota, Mississippi and Idaho. After these, beginning in 1905-6 with the near-dreadnoughts South Carolina and Michigan, come the present dreadnought series: North Dakota, Delaware, Florida, Utah, Wyoming, Arkansas, Texas and New York.

In the meantime, as demonstrated in the mimic "Battle of Block Island" this summer, the submarines have practically proved the battleships vulnerable, therefore outclassed and obsolescent. These maneuvers may be said to have borne out the prediction of a plank in the "Proposed Platform for the American Party," published in 1907:

"We desire that the American navy shall be the most powerful and efficient in the world; but we consider that new inventions have displaced or are about to displace the battleship, cruiser, torpedo-boat and monitor, and therefore hesitate to make further appropriations for these types of fighting craft."

Conservative statesmen in the United States senate have denounced the vast appropriations for armored ships—sums estimated in the aggregate at more than \$10,000,000—as a bad investment. They have stigmatized the United States navy as "a lot of old tubs, more dangerous to those on the inside than to those without."

Even in England the day of the dreadnought is beginning to decline, while the submarine—to say nothing of the war aeroplane—is yet in infancy.

At this rate, ere long, our congress may hear the cry of the armed-peace advocates changing to "Millions for development of the diving-boat; not one cent more for dreadnoughts!"

The naval men themselves are not slow to read the signs of coming change.

It may be only a question of a very few years when the general adoption of a 14-inch gun capable of shooting with accuracy at a distance of fifteen miles will revolutionize naval warfare. Such a gun is now in process of trying-out, and if it proves a success it will make all the coast defenses of today practically useless.

"There is no doubt," declares Rear Admiral Francis T. Bowles, U. S. N., retired, "that a fleet equipped with the new 14-inch gun of the latest type could raise New York or any other seaport in less than an hour. It seems to me that the answer to this problem of coast defense is made by the submarine. I believe that the submarine is going to be taken more seriously every year by naval experts. It is the most deadly enemy of the battleship."

PROMINENT PEOPLE

FRISCO MAYOR HAS BIG TASK



It is a big job that James Rolph, Jr., the new mayor of San Francisco, formerly an errand boy, has before him. In taking charge of the city government for the four-year term, during which it must prepare for the Panama-Pacific exposition, he will be largely responsible for the expenditure of \$100,000,000 for public works.

And then, most difficult and most important of all, perhaps, he must "clean up" San Francisco. That is, he must give the city such a moral cleaning that it will present a decent appearance to the thousands of visitors from all over the world.

By his election Rolph becomes an international figure with the expenditure of millions of dollars under his direction, with the prosperity of a million people largely dependent upon his policies, with the success of the world's fair linked to his administration and with the good name of San Francisco in his keeping.

Rolph plugged his way through the grammar school and spent three and one-half years in completing the high school course, doing odd jobs to earn money to buy books and clothes. Rolph's meteoric start in business life began in January, 1900, when he formed a partnership with George U. Hind, a high school classmate. The two young men opened a little office near the water front and started in the shipping and commission business. Hind's father gave the boys their start and within a few months they were doing business on their own account, which trebled and quadrupled as the years went on.

PASTOR OF CHURCH 40 YEARS

One of the unique figures in the religious world of today is Rev. Dr. Robert Stuart MacArthur, former pastor of Calvary Baptist church, New York city and newly elected president of the World Alliance of the Baptist Church.

Dr. MacArthur was born in Canada of Scotch parentage. After graduating from Rochester Theological seminary he began his pastorate in the above church May 15, 1870. Since his pastorate he has increased the membership from 238 to 2,500. He has laid on God's altar for church work, city missions and home and foreign missions more than \$2,000,000. This is a remarkable record, especially when it is borne in mind that not a millionaire is to be found in the membership.

His election calls to mind that Dr. MacArthur, who seems far from fitting the role of a seventy-year-old minister, has retired from the first and only pastorate occupied by him during his four decades as a clergyman. His retirement from the pastorate brings him to a wider activity. It is interesting to note that Dr. MacArthur was unanimously elected in Philadelphia by delegates representing every country on the globe to the presidency of the Baptist World Alliance. This is the highest honor possible in the Baptist denomination, on either side of the ocean or in the world. It is really a world-wide bishopric.



KITCHENER GOES TO EGYPT



Field Marshal Viscount Kitchener's appointment as agent and consul general at Cairo was received at that city with great satisfaction. As a matter of fact, Lord Kitchener will really, though not in name, be arbiter of Egyptian policy, and will be responsible under the British government for the administration of Egypt and the Sudan. His full title for the position is minister plenipotentiary and consul general and his salary is £7,000 a year.

As regards his suitability for the position, it is certain that there is no man in Britain with whom could be more surely trusted the affairs of Egypt and Sudan. His very name proclaims him to be the man that is wanted—K. of K., Kitchener of Khartoum. It is a nickname by which he will always be remembered. And yet it is only one of his many nicknames. It has been said, "The great usually talk too much; Kitchener never talks."

The Yankee boasts that he makes good on talk, and without it success is well nigh impossible. But here we have a living contradiction to the theory.

Kitchener was never at a public school, and commenced his career when he temporarily enlisted while in his teens as a private in the French army of the Loire. At twenty he blossomed into a "sapper," joining the engineers, and working, it can be guessed, doggedly at his profession till four years later he became a member of the Palestine survey. Thus he became part of British history, for later he passed to the command of the Egyptian cavalry in 1882.

LAURIER IS NOT TO QUIT

"I will remain in parliament as leader of the opposition for some time. I should be a deserter of my party if I ran away now," said Sir Wilfrid Laurier in Ottawa, Ont. Sir Wilfrid said that he had intended to retire and, no doubt, would do so after some time, but not immediately. He undoubtedly will go through the next session as leader of the opposition.



Sir Wilfrid Laurier, defeated, and perhaps a little dismayed, possibly wishes now more than ever that he had remained unknighthood. He did not desire the honor bestowed upon him at the diamond jubilee. "I would have preferred to remain plain Wilfrid Laurier," he has said. "I began my political career under plain Alexander McKenzie, who began life as a stone cutter, and who lived and died plain Alexander McKenzie."

An enemy charged him once with having received as a gift from a corrupt corporation a handsome, well-furnished dwelling. He told the Dominion parliament what the facts were. Sir Wilfrid explained that he had bought the house himself, paying £1,100 cash down and furnishing it, except for a few gifts from personal friends to Lady Laurier, raising the money on his own personal note, and giving a mortgage for the balance, £800, on the house itself.